

## **Suggestions for changes to the Walk Safely Milwaukie Program June 2012**

The Milwaukie Public Safety Advisory Committee assigned priority to the 10 final projects proposed by Neighborhood Associations for the 2010-12 funding of about \$143,000. Those projects were, in order of prioritization:

**1. ISLAND STATION: RIVER ROAD AND LARK PROJECT (CROSSWALK)**

original cost estimate: \$65,000

**2. CAMPBELL: HOME AVENUE PATH (SIDEWALK)** original cost estimate: \$50,000

**3. LEWELLING: STANLEY/WILLOW (CROSSWALK)** original cost estimate: \$35,000

**4. HISTORIC MILWAUKIE: WASHINGTON AT HIGH SCHOOL (CROSSWALK)**

original cost estimate: \$45,000

(HMNDA has expressed a wish to re-vise the project design)

**5. HISTORIC MILWAUKIE: 27th AND HARRISON (CROSSWALK)** original cost estimate: \$45,000

(HMNDA may re-evaluate project in light of recent change in school policy which will increase school children foot traffic across an arterial street.)

**6. CAMPBELL: 42ND AND WASHINGTON (CROSSWALK)** original cost estimate: \$5,000

(With school closure the volume of pedestrian usage is unknown compared to before. HCNDA needs to re-evaluate this project)

**7. ARDENWALD: INFILL ON HARVEY/ 32nd TO WATER TOWER (SIDEWALK)** original cost estimate: \$50,000

(Cost estimates seem low if poles have to be moved for ADA compliance. Request that the city review project taking into account "no loss of trees". )

**8. ISLAND STATION: BLUEBIRD AND 22<sup>ND</sup> (SIDEWALK)** \$25,000 (ISNDA requested moving this project to the bottom of the list because of preference for funding of River Road project over this one and uncertainty of the impact of Light Rail construction on this location.)

**9. LINWOOD: DESIGN FOR STANLEY AVENUE INFILL PROJECT (SIDEWALK)** \$5,000

**10. LAKE ROAD: OAK TO WASHINGTON (SIDEWALK)** original cost estimate: \$80,000

(Project as proposed by Wallis Engineering was a radical change from the originally proposed project. Recommend that the city looks into different funding source outside WSMP. NDA needs to verify that they still want the project after the radical alterations to the original project or that they prefer working on their original design.)

The first three projects were chosen by PSAC for funding under the 2010-12 funding. The design for Linwood's Stanley Avenue infill (\$5,000) **#9**, should be

added if sufficient money exists after the first 3 projects are built. Items 4 and 5 were referred for a re-evaluation of the project by the neighborhood after discussion over the desired outcome of the project and suggestions for other resolutions than those proposed by Wallis Engineering and city staff. Item 6 may no longer be necessary if Campbell school remains closed, as it was meant primarily to assist schoolchildren to cross 42<sup>nd</sup> safely to get to Campbell school. It needs to be revisited following evaluation of bus routes for the 2012-13 school year. Items 7-10 should be funded in year 3 or later years of WSMP funding.

Because sufficient projects were identified for several years of funding, there existed no further need for NDAs to revisit the program. However, HMNDA has revised their project and other NDAs may wish to submit new or revised projects. With this understanding, Council may wish to modify the current resolution to recognize this change in projects.

With the possibility of revised and/or new projects in mind, the following suggested modifications are made for the WSMP scoring guidelines:

**Item 2: Project Description and Identification.** It would be helpful to have at least city engineers, if not consultant engineers, involved in a critical examination of the project's scope at the pre-proposal point in order to be able to identify and focus the actual project specifications. Knowing what could be done for what amount of money is an important element of which projects are chosen by the NDAs. Engineers, whether city staff or consultants, should have examined the proposed site prior to a meeting with the NDA WSMP volunteers so they understood the challenges peculiar to each specific location and would have had a chance to consider various alternatives for solving the traffic or safety problems and bring them to the meeting.

**Item 4:** By virtue of the NDA supporting the submission of the project proposal, there is a given that sufficient neighborhood support exists. That is not to say that NDAs should not have comprehensive input from schools, businesses, churches and homeowners to justify their choice, but it should not be necessary to quantify the support through petitions or surveys or door-to-door solicitations.

### **Capital Project Ranking Criteria:**

Safe Routes to Schools: this item discriminates against Island Station and Hector Campbell neighborhoods that no longer have schools.

Traffic Speed – this should also include Traffic Volume data. Pedestrian/bike volume should also be included.

Neighborhood Support: see above regarding surveys, petitions or other documentation – this criterion should be removed

Integrates Education and Outreach – NDAs may not wish to spend their \$500 allocation on this funded project but rather on some other traffic safety topic. Point values given where it relates to the WSMP project is immaterial because it is the NDA's sole choice as to how the money is spent.

Data Supported in TSP – most TSP projects are priced at well outside the scope of the funding available under WSMP, so it is unlikely any of the projects will meet this criteria anyway. This criterion should be removed or not given point value.

### **Education and Outreach proposals**

Remove the following elements that are too subjective and do not relate to solving a traffic or safety issue: Well Planned; Strong Leadership, New Leaders

Community Support – matching funds (most NDAs are unable to match due to spending their \$4,000 on other community projects)

Document Success –Education projects are too limited in budget to have a large impact and most will not have a measureable outcome. NDA leaders in general do not have the means or the time to track data that would document the success of any given project. City staff might have the means to do so, but it is probably a waste of time and money to do so. This should also be removed.

### **Scoring**

The original scoring process was reviewed following the first round and there was an acknowledgement and appeal process for some inaccuracies. Because of the previous effort put into scoring and ranking projects, it is suggested that any changes to projects already ranked should be accepted without re-ordering the project unless it exceeds the original cost estimate by more than 20%. New projects should be considered by PSAC using the "safety first" judgment and PSAC may decide where in the ranking a new project would be placed.

### **Recommendation for Continuation of Funding**

The NDA Leadership and PSAC strongly encourage Council to retain their commitment to the Neighborhood Associations by continuing to make funding from additional gas tax revenue available to the NDAs through the WSMP project after the initial three-year test project.